

GIRLING MASTER CYLINDERS

from



GIRLING Master Cylinders provide a compact and economical means of operating most brake and clutch systems. They are limited only by the range of bore sizes available, but the range from 5/8" to 13/16" is wide enough to suit most automotive hydraulic systems.

In common with most other Master Cylinders, the push rod thread is 5/16" x 24 TPI and the distance between the mounting hole centres is 2 1/4". The exception is the 13/16" unit which has a push rod with built in eye, and you may need to purchase a standard rod to replace this.

They are available without a reservoir or with a small integral reservoir. Details of some of these reservoirs follow later in this brochure.

The standard non integral tank type is illustrated in Figure 1.

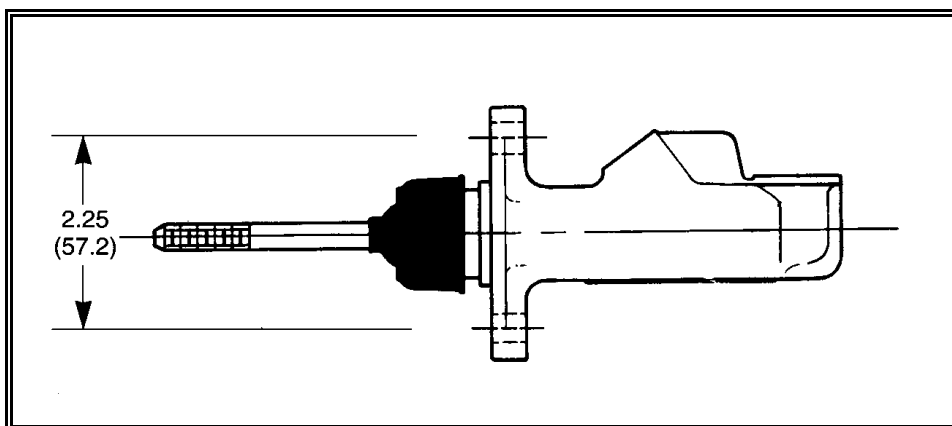


Fig.1 GIRLING NON-INTEGRAL MASTER CYLINDER

5/8" Bore Part No 64067651, 0.70" Bore Part No 64067884

3/4" Bore Part No 64067620, 13/16" Bore Part No 74066223

Push Rod stroke in all cases 1.375" (34.9 mm)

The length of all these Cylinders is 4.1" (104 mm) from mounting flange face to end of cylinder.

Cylinders with integral reservoirs are illustrated in Figure 2.

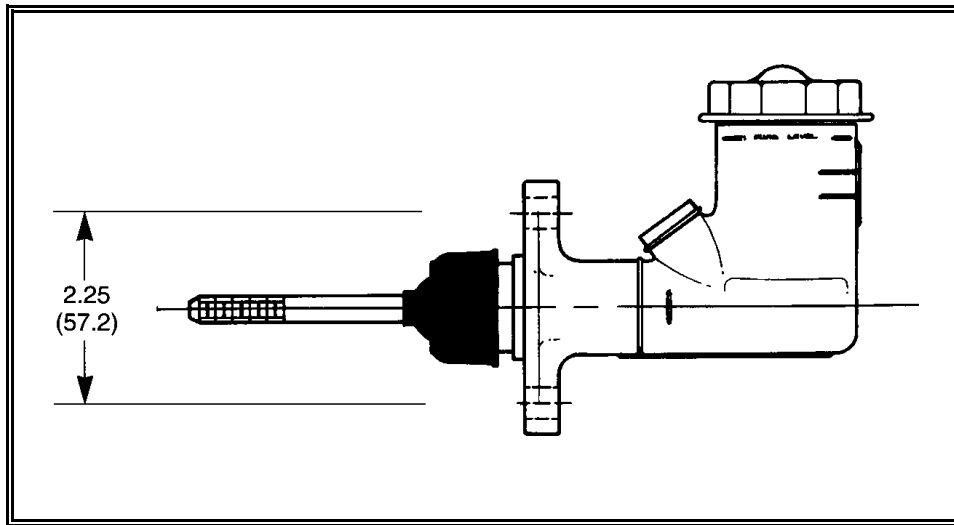


Fig.2 GIRLING INTEGRAL TANK MASTER CYLINDER

5/8" Bore Part No 3112242, .70" Bore Part No 64068376
.3/4" Bore Part No 64068606, 13/16" Bore Part No 74066224

Push Rod stroke in all cases 1.375" (34.9 mm)

The length from mounting flange face to end of cylinder is 4.1" (105 mm) for the three smaller bore cylinders, and 4.4" (112 mm) for the 13/16" unit.

On the 5/8", .70" and the 3/4" units the outlet ports are threaded 3/8" x 24. Inlet ports on non integral tank versions of those cylinders are threaded 7/16" x 20.

The ports on 5/8", .70" and 3/4" cylinders, seen from the push rod end of the cylinder, are at 12 o'clock.

The 13/16" cylinder was originally built for the North American Market and has 7/16" x 24 threads on both inlet and outlet ports, with the outlet port being canted round to the 2 o'clock position.

REPAIR KITS

Repair kits are available for these types of cylinders, the same kit fitting both the integral and non integral types of the same bore size. Part Numbers are:

For 5/8" Cylinders - SP 1963

For .70" Cylinders - SP 2102

For 3/4" Cylinders - SP 1967

For 13/16" Cylinders - .812RK

ALTERNATIVE PUSH RODS

There are four different push rod lengths available. The standard one is 3.3" overall length, of which 1 1/4" is threaded. Part No. Is 64670848.

Alternatives are:

PART NUMBER	OVERALL LENGTH	THREAD LENGTH
64676946	4.6" (116.8 mm)	1.5" (38.0 mm)
64677154	4.9" (124.5 mm)	1.6" (40.6 mm)
64670858	5.7" (144.8 mm)	1.75" (45.0 mm)

RESERVOIR EXTENSION

There is a plastic extension for the small integral reservoir type cylinders. It replaces the standard cap, and adds to the capacity of the reservoir as well as providing an easy visual indication of the fluid level of the cylinder. It is illustrated in Figure 3.

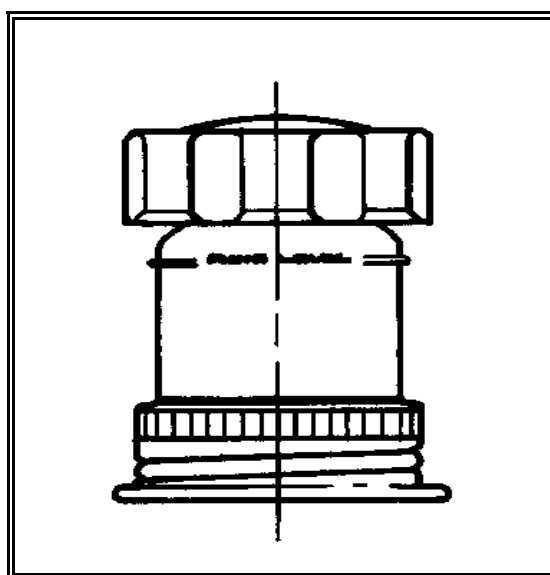


Fig.3 RESERVOIR EXTENSION
Part No 64475476

The extension adds 2" (50 mm) to the height of the cylinder, which, from the bottom of the cylinder to the top of the cap is 4" (100 mm) in standard form.

SPARE CAPS

Two varieties of cap assembly are available for the cylinders with integral reservoirs.

1. Plastic Cap, Part Number 74470143. Standard fitment on current cylinders.
2. Metal Cap, Part Number 64473143 - this cap suits "historic" cars where authenticity is important

BRAKE FLUID RESERVOIRS

A number of fluid reservoirs are available for use with the non integral type of master cylinders. They are illustrated in Figures 4, 5 and 6.

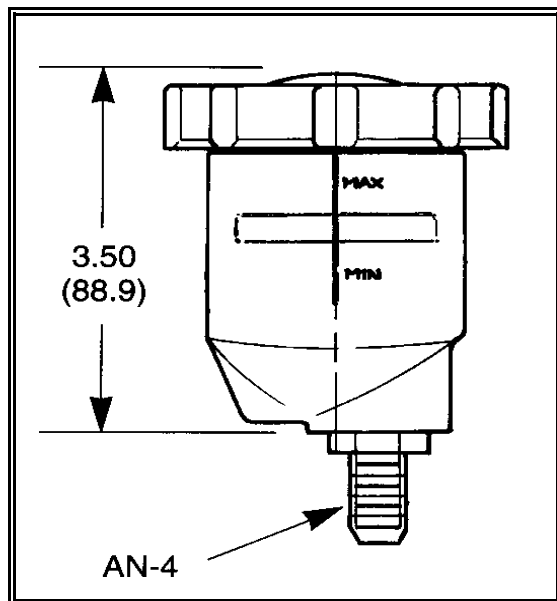


Fig.4 105 cc Capacity Reservoir
"Offsettable" mounting
Max Diameter 3.0" (76.2 mm)
Part No 64047341

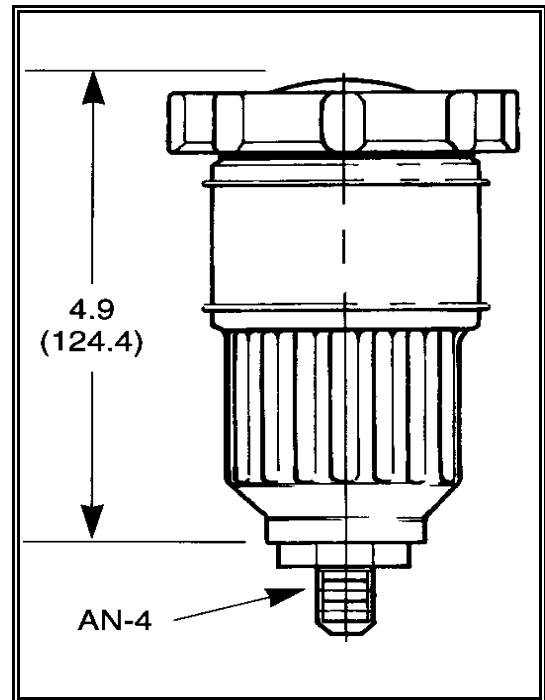


Fig.5 180 cc Capacity Reservoir
Centre Mounting
Max Diameter 3.0" (76.2 mm)
Part No 64046158

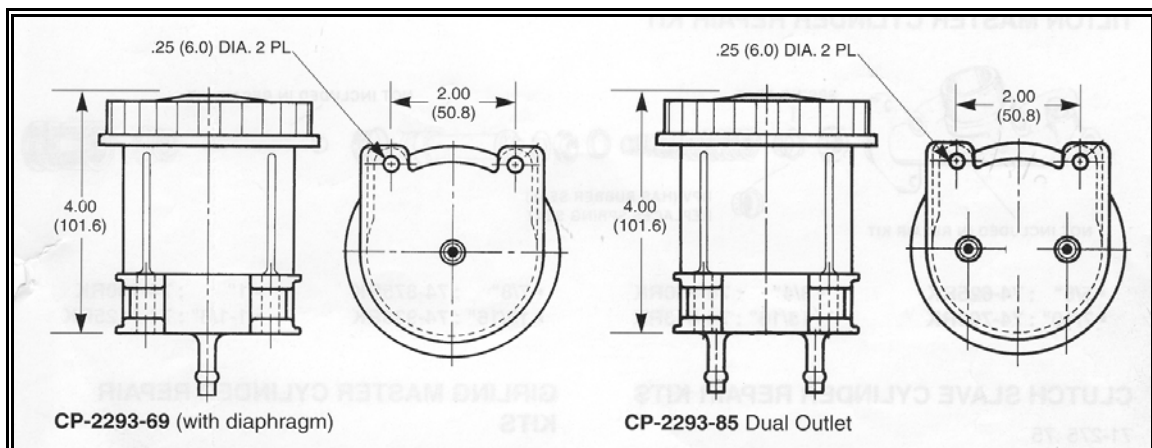


Fig. 6 280 cc Capacity Reservoirs
Max Diameter 3.5" (88.9 mm). 5/16" Push-on Connectors
Single Outlet Part No CP2293-69 Dual Outlet Part No CP2293-85

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